

ABSTRACT

A fuel injection apparatus and a fuel injection control method for an internal combustion engine which performs a direct injection operation for injecting fuel from an injector for cylinder injection into a cylinder and a port injection operation for injecting fuel from an injector for intake port injection into an intake port. When a request to change from fuel injection from the injector for cylinder injection to fuel injection from the injector for intake port injection is made, the fuel injection mode of a particular cylinder is changed at a point of time according to the changing request for the particular cylinder. Accordingly, transition to the optimum fuel injection mode is performed in a short time, and a required amount of air-fuel mixture can be obtained. It is therefore possible to suppress fluctuation of torque and deterioration of emission.